

YELLOWSTONE AIRPORT TERMINAL



MONTANA AERONAUTICS COMMISSION

Volume 21 — No. 7

July, 1970

J. HUGHES ELECTED MAC CHAIRMAN



MAC Chairman—Jack R. Hughes

Jack R. Hughes, Missoula, was elected Chairman of the Montana Aeronautics Commission at the June meeting. Mr. Hughes, representing the Operators on the Commission, was appointed in 1963 and reappointed in 1967. He previously served as chairman in 1967-68.

John Hebbelman, Jr., of Chinook was elected Vice Chairman. Mr. Hebbelman was appointed by Governor Anderson in July of 1969. He represents the League of Cities and Towns on the Commission.

Dr. B. P. Little of Glasgow was elected Secretary-Treasurer. Dr. Little, appointed in July of 1969, represents

the Chamber of Commerce on the Commission.

The remaining members are outgoing Chairman, Clarence R. Anthony, Helena, representing Aviation Education; David L. Matovich, Columbus, representing the County Commissioners; Robert G. Bricker of Missoula, Airlines representative, and James A. Steffek of Helena, representing the Montana Pilots Association.

INAC - WEST YELLOWSTONE SEPTEMBER 10, 11 & 12

All members of INAC are urged to attend and all non-members are cordially invited to the 1970 convention of the International Northwest Aviation Council. The meeting will be held in West Yellowstone, September 10, 11 and 12 and the Executive Inn will be convention headquarters.

The '70 meet promises to be an outstanding one—held in the scenic wonderland of Yellowstone with an array of novel and fun type social activities and a full roster of eminent speakers and panel participants for the Saturday day-long session.

Highlights will include:

Golf Tournament (optional) — Thursday afternoon.

Poolside, Presidential Reception — Thursday evening.

A tour of Yellowstone Park for all participants on Friday, with a luncheon at Old Faithful Inn.

Barbeque on Friday evening for Canadian Night.

Banquet on Saturday evening for United States Night.

A tour for the women of several private summer homes in the area.

The full schedule of speakers and events will appear in the August issue of the newsletter.

Make your arrangements today to attend INAC, West Yellowstone. Arrive by Western and Frontier Airlines, private plane, car or camper —But do arrive!

For motel reservations contact: Executive Inn, P. O. Box 340—West Yellowstone, Montana 59758 or Phone (406) 646-7681.

C. MOULTON NAMED FLYING'S MAN OF THE YEAR

We wish to extend congratulations to Mr. Chet Moulton, Director of the Idaho Department of Aeronautics for being named "Man of the Year" by Flying Magazine.

Mr. Moulton received the award at the Reading Air Show on June 11. He was awarded the honor for his years of dedication to aviation and his ingenuity in completing some 120 airports since he became Idaho's Director in 1946. He accomplished this with a minimum of Federal Aid and limited State funds.

Flying Magazine states that "Chet is a combination of irresistible force, immovable object, aviation evangelist and master scrounger."

**Official Monthly Publication
City/County Airport
of the
MONTANA AERONAUTICS
COMMISSION**

**Phone 449-2506
Box 1698**

Helena, Montana 59601

Forrest H. Anderson, Governor

William E. Hunt, Director

Jack R. Hughes, Chairman
John Hebbelman, Jr.,
Vice Chairman

Dr. B. P. Little, Secretary
Clarence R. Anthony, Member
Robert G. Bricker, Member
David Matovich, Member
James A. Steffek, Member



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STATISTICS

Will your **first** accident be your **last** day alive?

61/37
65/22
78/18
69/18
56/19
57/31
37/10

ACCIDENT TOTAL FATALITIES

1964 Total	61	37
1965 Total	65	22
1966 Total	78	18
1967 Total	69	18
1968 Total	56	19
1969 Total	57	31
1970 To-Date	37	10

CHART SUPPLY DEPLETED

The Montana Aeronautical Charts will not be available until the fall of 1970. Notification will be sent when the charts are completed and ready for distribution.

THE AIRPORT AND AIRWAY DEVELOPMENT AND REVENUE ACT OF 1970 (Public Law 91-258)

President Nixon signed the Airport and Airway Development and Revenue Act of 1970 into law on May 21, 1970, implementing the first stage of the Administration's proposed 10-year program. To provide funds for the program, the revenue part of the Act provides for user charges.

ACT PROVIDES FUNDS FOR:

Airports—\$280 million in the form of matching funds for developing new and expanded airport facilities during each of the next five years starting July 1, 1970. \$250 million would be available for airports served by air carriers certificated by the CAB and for airports primarily serving general aviation and to relieve congestion at high density airports serving other segments of aviation. The remaining \$30 million would be exclusively for general aviation airports. An additional \$15 million annually over a five-year period is authorized for grants to planning agencies for airport system planning and to public agencies for airport master planning.

Airways—Not less than \$250 million annually for the next decade for the acquisition, establishment and improvement of air navigational facilities starting July 1, 1970. (This compares with an average of \$93 million appropriated for this purpose in the last 10 years.)

THE ASSISTANCE PROGRAM

FAA's Airports Service, upon delegation of authority from Secretary Volpe, will administer the new Airport Development Aid Program (ADAP) through its field offices substantially as has been accomplished under the Federal-aid Airport Program of previous years.

APPORTIONMENT

The \$250 million for airport development for the air carrier and reliever airports are divided generally:

One-third to State, apportioned on the historic area-population formula used in the former Federal-aid Airport Program (FAAP).

One-third to sponsors of air carrier airports—on the ratio of passengers enplanements to the total number of passengers enplaned at all such

airports.

One-third to be distributed at the discretion of the Secretary of Transportation.

The \$30 million exclusively for general aviation is divided generally: 75% on the area/population formula and

25% at the discretion of the Secretary of Transportation.

PLANNING GRANT FEATURES

Master plan grants to public agencies.

System plan grants to planning agencies.

Not more than 7.5% of \$15 million to any one State.

No grant may exceed two-thirds of the cost of the project.

FRONTIER AIRLINE PASSENGER TRAFFIC FOR MAY

Frontier Airlines, serving four communities in Montana, showed a 9% increase in passengers state-wide for the month of May. A total of 5,330 passengers was a 9% gain over the 4,873 passengers using the carrier's flights during May of 1969.

Passenger Boardings

City	1970	1969	Percent
Billings	3,129	2,420	+29
Bozeman	570	440	+30
Great Falls	776	1,091	-29
Missoula	855	922	-7
TOTAL	5,330	4,873	+9

System-wide, Frontier realized a 27% increase in revenue passenger miles by providing 30% more seating capacity in May compared with May of last year. Increased available seat miles resulted in a 39.6% load factor compared with a 40.4% load factor in May, 1969.



TOWER

OPERATIONS

June, 1970

	Total Operations	Instrument Operations
Billings	13,229	1,858
Great Falls	10,040	1,595
Missoula	8,782	449
Helena	3,761	468

INAC ELECTS J. MONGER PRESIDENT

At the recent meeting of the Board of the International Northwest Aviation Council, James H. Monger, assistant director of the Montana Aeronautics Commission, was elected President by unanimous approval. Monger was elected to complete the president's term held by C. E. "Sandy" McPherson of Helena who resigned due to business and health reasons.

The INAC consists of men and women from Alaska, Alberta, British Columbia, Idaho, North Dakota, Montana, Oregon, Washington, Saskatchewan, Yukon and the Northwest Territories. These members are involved in aviation locally through their business or pleasure or are members of an airport board or aviation council or through some level of government. INAC has working committees on all facets of aviation. The oxygen masks used in aircraft today are but one of the results of the work fostered by council members. The organization is North America's oldest aviation council, being formed in 1936.

Other Montanans serving on the board are: Directors Robert Scarborough, airport manager of Logan Field, Billings, and Tom Palmer, airport manager of Great Falls International. Mr. Palmer was appointed to replace Jim Monger. Helena airport manager Hugh Kelleher is program chairman for the 1970 annual convention to be held at West Yellowstone, Montana, in September.

NPA, SUN VALLEY TO FEATURE MT. FLYING PROGRAM

A special three-day program on Mountain and Wilderness Flying Techniques will be presented at the National Pilots Association Holiday Fly-In weekend in Sun Valley, Idaho, September 25 through 27. The program will include ground and flight training offered at no extra charge to those attending the Fly-In. Grover Loening will be the featured guest.

Advance registration opens Thursday, September 24. Members and non-members are urged to attend.

Further information is available from: NPA—806 15th Street N.W., Washington, D.C. 20005.

NEWS FROM YELLOWSTONE AIRPORT

Big Sky Aviation



Val Judkins, Big Sky Aviation manager and his secretary/receptionist, Kitty.

Big Sky Aviation, the flight operation on the Yellowstone Airport, has been purchased by Interwest Corporation of Salt Lake City, Utah. Interwest also owns Key Aviation in Salt Lake City and Jackson Hole Flying Service, Jackson Hole, Wyoming. Val Judkins is manager of Big Sky and has been appointed Manager of Yellowstone Airport.

Portray Brothers Restaurant

The restaurant in the terminal building is under new management. Portray Bros. of Washington also operate the airport cafe in Bellingham.



Restaurant manager—Rodney Portray.

Fire Truck

A fire truck was secured through surplus properties by the U.S. Forest Service and assigned to the Montana Aeronautics Commission for use on the Yellowstone Airport.

A demonstration of the truck and its equipment was held recently on the airport. Mr. Jack Martin, Superior Fire Apparatus Company of Helena, was the technical advisor and Leon-

ard Krout and C. D. "Wally" Wohlschlager from the U.S. Forest Service Regional Office in Missoula assisted with the demonstration.

On hand to learn the techniques were personnel from the U.S. Forest Service based at Yellowstone, the Airport Manager's office, Big Sky Aviation, Western Airlines and the Aeronautics Commission.



An attentive group listens as Jack Martin of Superior Fire Apparatus Company presents techniques and procedures.



Ted Mathis, Aeronautics Commission staff member, directs the hose during the foam demonstration under the instruction of Lt. Wally Wohlschlager and (rt.) Leonard Krout, U. S. Forest Service.

Several more training sessions will be held during the summer months to assure proficiency with the equipment.

The windshields and windows of some high performance aircraft contain an extremely thin, transparent film of gold to prevent fogging. As gold is a good conductor of electricity, the glass can be heated by an electric current passed through the gold film.

AIRPORT NOTES



By JAMES H. MONGER
Assistant Director, Airports

Evato Hill — Bill Samsel has advised that the timber on the north end of the airstrip at Evato Hill has been cut down, thus improving the north approach on that privately owned airstrip. The Evato Airport is located northwest of Missoula and is depicted in the Montana Airport Directory.

Malta — The Airport Board at Malta has awarded a contract to Robert Tindall of Lewistown to seal the pavement on the Malta Airport. This work will be done during the latter part of July.

Philipsburg — The polishing touches are being completed on the new airport near the Town of Philipsburg in Granite County. The paved runway is now being sealed and chipped and pilots will be advised when it is opened for traffic. It is expected that the airport will be publicly dedicated later this summer.

Fairview — The new General Aviation Utility Airport at Fairview, Montana, will be completed soon but the seeding on the turf runway will be delayed for more favorable moisture conditions later this fall. Pilots will be advised when the Fairview Airport is opened for traffic. This airport was sponsored by Richland County under the Small Airport Program of the Montana Aeronautics Commission.

Butte — Northwest Airlines has recently conducted a series of flight tests with the Boeing 727 at the Silver Bow County Airport. The Northwest minimums for this aircraft will be 2,500 feet and three miles. Northwest Airlines is assisting the County Airport Commission in providing VASI and REIL lights and hopefully at a later date, the airport will be able to secure a TVOR, two nondirectional homer beacons, obstruction lights on the hills to the south, and lead-in lights. The im-

mediate need is for the VASI and REIL lights on each end of Runway 15/33 so that the 727 can operate after dark. Northwest hopes to be in full jet operation by August 1. The Silver Bow County Airport has recently completed a project which makes its total runway length 9,000 feet on Runway 15/33.

Kalispell — The Montana Aeronautics Commission met on July 10, and at that time approved a \$1,000 preliminary engineering grant to the Glacier Park International Airport. The grant will be used to aid the County Airport Board in financing a study for GPIA. The study is being conducted by Greg Isbill and Associates, Engineers, of Denver, and will concern itself with land use, noise, zoning and obstruction height zoning.

REMINDERS FROM THE FAA

Air Taxi/Commercial Operator

FAR 135 provides that an Air Taxi/Commercial Operator may continue to operate under the current regulations until he has been recertified or denied. AT/CO operators should be preparing for their recertification inspections by appointment with the GADO since a deadline may be forthcoming shortly.

Aircraft Owners

Aircraft owners are reminded of the new regulation, FAR 47.44, requiring submission of AC Form 8050-73 "Aircraft Registration Eligibility, Identification and Activity Report" each year prior to July 1. If you did not receive a report form, have not filed one, or need another, a supply is available at your local GADO.

FEDERAL AVIATION ADMINISTRATION ITINERARY LISTINGS

Airport	July	Aug.	Sept.
Culbertson		5	
Glasgow	8		2
Glendive	23		17
Great Falls	9	6	3
Lewistown		19	
Miles City		20	
Missoula	23	20	24
Sidney	22		16

NOTE: Provisions have been made to give private, commercial and flight examinations ON AN APPOINTMENT BASIS ONLY at the following FAA Flight Service Stations.

NOTE: Until further notice GADO #1 in Billings will be open the third Saturday of each month ON AN APPOINTMENT BASIS ONLY!



CALENDAR

August 2, Dillon — Second annual Air Show sponsored by the Dillon Jaycees. Fly-In breakfast 7:30 a.m. —model aircraft show 9:00 a.m. and Air Show 1:00 p.m.

August 8 — Montana 99's Big Sky '70 Race. Starting and terminating at Helena. 10 planes must be registered by August 1st.

August 8 & 9, Ekalaka — (New Date) Annual Fly-In.

August 12 & 13, Helena — Montana Aeronautics Commission monthly meeting.

August 20 — 50th Anniversary of the Federal Aviation Administration's Flight Service Stations.

August 30, Laurel — Airport Dedication.

September 10, 11 & 12, West Yellowstone — INAC Annual Convention.

September 12, Fort Peck — Montana Pilots Association's annual Fall Fly-In.

September 22-24, Denver, Colorado — National Business Aircraft Association's 23rd annual meeting and convention.

September 25-27, Sun Valley, Idaho — NPA Holiday Fly-In. Members and non-members are invited.

September 28-October 1, Hartford, Connecticut — NASAO Annual Convention.

October 9-14, Hollywood, Florida — 1970 AOPA Plantation Party. Headquarters: The Diplomat Resorts & Country Club.

NOTICE TO PILOTS:

The Yellowstone Airport H-Marker has been reactivated for the 1970 season.

The marker has been ground and flight checked by the Federal Aviation Administration and a public use instrument approach is established on this facility.

Identifier LOW - Frequency 338 Khz.

FAA statistics indicate that a misunderstanding of density altitude and its effects on aircraft performance is the number two killer of pilots.

CONGRATULATIONS



FAA CERTIFICATES ISSUED RECENTLY TO MONTANA PILOTS

STUDENT

Reaves, Robert E.—Billings
Hunt, William E.—Helena

PRIVATE

Malsbury, Kenneth E.—Billings
Loveless, Robert S.—Williston, N.D.
Parent, Evelyn J.—Miles City
Schwehr, Leo C.—Billings
Trukki, Phillip E.—Billings
Bogar, Kenneth C.—Glendive
Walton, Anthony—Billings
Johnson, Dale A.—Kalispell
Nelson, Leon E.—Bigfork
Mylmaki, Arthur L.—Stanford
Topel, Lawrence J.—Missoula
Thiel, Denis W.—Stevensville
Engel, Robert W.—Great Falls
Deist, Roger A.—Kalispell
Chord, William E., Jr.—Missoula
Kamera, Roy N.—Missoula
Johnson, John A.—Great Falls
Cassidy, John A.—Great Falls
Boyce, Stephen F.—Missoula
Larson, Dale L.—Boulder
Morlock, Charles D.—Missoula
Butler, Thomas A.—Helena
Collins, Clint N.—Manhattan
Halvorson, James J.—Hot Springs
Webber, Edward B.—Missoula
Torrence, Richard M.—Missoula
Helsper, William F.—Anaconda
Cooney, James P.—Missoula
Adams, Cary W.—Forsyth
Werst, Don W.—Whitefish
Yelton, Jodie Lee—Missoula
Cooney, David B.—Butte

COMMERCIAL

Temple, Robert C.—Bridger
Turcotte, James E.—Billings
Wagner, Duane W.—Beech, N.D.
Lagerquist, Alton L.—Billings
Poletto, Danny A.—Great Falls
Taylor, William R.—Great Falls
Williamson, Carl D.—Missoula
Underwood Larry J.—Missoula
Shelton, Fletcher B.—Provo, Utah
Barnett, Joel L.—Missoula
Matthews, Charles E.—Bozeman

Folkwein, Edward H.—Struthers,
Ohio

Howery, Edgar J.—Deer Lodge
McCoy, Robert F.—Pelzer, S.C.
Blackler, Edwin E.—Missoula
Burns, Robert D.—Great Falls

INSTRUMENT

Sullivan, Paul J.—Billings
Koeller, Ivan J.—Billings
Mendel, Eugene L.—Great Falls
Breslin, Charles A.—Missoula
Sterling, John A.—Missoula
Turk, David H.—Missoula
Wicks, George W.—Missoula

MULTI-ENGINE

Karr, Richard T.—Missoula
Cameron, William H.—Missoula
Burke, Robert W.—Butte
Jones, Ray H., Jr.—Great Falls
Hawkins, Thomas T.—Kalispell
Kohler, Anton, Jr.—Missoula
Koch, Gerald A.—Missoula
Turk, David H.—Missoula

FLIGHT INSTRUCTOR

Wallin, David A.—Bozeman
Helmuth, Mahlon—Billings
Jones, Wellen A., Jr.—Turner
Temple, Robert C.—Bridger
Lemm, Richard W.—Spearfish, S.D.
Daly, Paul L.—Missoula
Morrison, Daniel R.—Charlo
Dower, Patricia A.—Butte
Beardsley, Albert R.—Havre
Stohr, Penn R. (Rotorcraft)—Missoula

FLIGHT INSTRUCTOR INSTRUMENT

Wallin, David A.—Bozeman

ADVANCED GROUND INSTRUCTOR

Tomich, Luis A.—Baker
Wallin, David A.—Bozeman

INSTRUMENT GROUND INSTRUCTOR

Wallin, David A.—Bozeman
McKenzie, William R.—Philipsburg

ROTORCRAFT

Coates, William T. (Com.)—Deer
Lodge

AIRFRAME MECHANIC

McGlynn, Robert C.—Helena
Martin, William D.—Lincoln
Mellinger, Clarence E.—Fort Shaw
Person, Dale A.—Sidney
Ballou, Monte D.—Bozeman
Olfert, Ronald W.—Frazer
Fortney, Dalton R.—Broadview
Jacobson, Roger A.—Helena

Shenk, David J.—Whitehall
Hansen, LeRoy C.—Helena
Eldridge, Wesley P.—Helena

POWERPLANT MECHANIC

Douglas, Larry N.—Deer Lodge
Karr, Richard T.—Missoula
Ross, Georgiana May—Kalispell
Williamson, Carl D.—Missoula
Coons, Benton S.—Great Falls
Vinal, Stephen G.—Missoula

DILLON AIR SHOW WILL BE AUG. 2

The second annual Air Show, sponsored by the Dillon Jaycees, will be held on Sunday, August 2.

The full schedule of events will include:

7:30 A.M.—Fly-In Breakfast: Eggs, ham, pancakes and coffee; Price—Only \$1.00.

9:00 A.M.—Montana State Model Aircraft Association RC and Model Aircraft.

1:00 P.M.—Air Show events: Sky Divers from Deer Lodge and Helena—John Burns of Sidney in a bi-plane Pitts Special with an Aerobatic Demonstration—Andy Morris in a flying demonstration—Static Displays of National Guard Weapons, Forest Service Smoke Jumpers equipment, new and antique aircraft and antique cars—Formation flights by local pilots and the National Guard (fixed wing and helicopters).

Contests—efficiency races, flour sack bombing and spot landings. Two cents per pound rides for the public.

The Jaycees have lined up a "Good Show"—Don't miss the Dillon Jaycee Air Show at the Beaverhead County Airport, located 5 miles NE of Dillon.

Safety Seminar

A Safety Seminar will be conducted by a team of FAA inspectors from the GADO #9, Helena, on Saturday, August 1 from 1:00 to 5:30 p.m.

An aviation movie will be shown continuously all day Sunday. Plan now for a two-day fly-in for you and your family! Attend the Safety Seminar on Saturday and enjoy the breakfast and Air Show on Sunday—Aug. 1 & 2.

Doing easy things do not tax us, but neither do they challenge us.

FAA INSPECTOR'S CORNER



By LAUREN D. BASHAM
Accident Prevention Specialist
GADO No. 9, Helena

ACCIDENT PREVENTION PROGRAM ON FLIGHT PLANNING

One of the most often neglected acts of a pilot contemplating flight in an aircraft is that of proper pre-flight planning. While the reasons remain obscure, the facts are well supported by aircraft accident statistics. In addition, a major portion of the counseling activity of the accident prevention specialists in the current Accident Prevention Program is devoted to counseling pilots who have failed to accomplish sufficient pre-flight preparation and planning for a given flight.

For those who may have forgotten and for those who have yet to learn the importance of good pre-flight planning and preparation, we present the following:

The basic elements of pre-flight preparation require the use of a current navigational chart on which the pilot can mentally review his intended route of flight. He may or may not wish to draw a line on the chart representing the **True Course**. He should, however, review the projected path across the face of the map for the location of good check points, restricted areas, obstructions, and other flight hazards and also suitable airports. There are several different types of aeronautical charts currently in use. For the VFR pilot planning navigation by either **Pilotage** or **Dead Reckoning** the Sectional Aeronautical Chart is an excellent choice. It is scaled at 1:500,000 or 8 statute miles to the inch. The physical characteristics of all landmarks both cultural and geographic are shown in great detail. The pilot should have little difficulty identifying the selected landmarks along his route of flight. Another popular chart containing most of the detail of the sectional chart is the World Aeronautical Chart. The scale of the WAC is 1:1,000,000 or 16 miles to the inch. Elevation is presented on both of these charts by color coding and contour lines. Many states print

aeronautical charts which are excellent for Visual Flight Rule navigation within their state boundaries. Both cultural and geographic landmarks are distinctive and easily identifiable. The pilot should realize, however, that all of these charts are designed primarily for VFR navigation and contain only limited information concerning radio aids and frequencies. The pilot should then refer to the Airman's Information Manual for more precise coverage of this information.

Nothing is more embarrassing to the pilot than to become lost while in flight. He should be aware that failure to orient the chart so that north on the chart is toward **True North** can lead to disorientation. It is important also to work from the chart to the ground since the chart may not portray all the features visible on the ground. Remember, one can never become lost as long as the terrain immediately below can be identified with positive reference to a position on the map.

The NOTAMS section of the Airman's Information Manual should be carefully checked for the current status of facilities and other information to be used which may not be shown on the chart.

Weight and balance data should be computed on the basis of planned loading arrangement to ensure that the allowable CG range and gross weight are not exceeded. Takeoff and landing distances should be determined according to load, temperature and elevation and compared to the known lengths of the runways to be used. Additional equipment should be included when appropriate, such as a flashlight for night flights.

Weather involvement continues to be one of the most relentless causal factors in aircraft accidents. This type accident is seldom the fender-bender type, it is quite often fatal. The pilot should therefore make every effort to familiarize himself with the current weather reports and forecasts, PIREPS (Pilot Reports), and wind aloft forecasts. The pilot should go to the weather bureau for a personal briefing even though the information can often be obtained by telephone. The weather information should then be weighed carefully in considering the Go/No/Go decision. This decision is the sole responsibility of the pilot and he should never

ity of the pilot and he should never let compulsion take the place of good judgment.

Precise flight planning of log items, such as pre-computed courses, time and distance and navigational aids and frequencies to be used will make enroute errors in these items less likely. Special attention should be given to fuel requirements keeping in mind the need for an ample reserve as well as the location of flight progresses. The pilot should file a Flight Plan with the nearest FS facility. The value of services rendered in case of an emergency far outweigh any objections a pilot may have to recording his flight intentions.

In summation, it is well to point out that the use of obsolete charts can lead to numerous problems for the pilot—becoming lost, inadvertently entering an airport traffic area without radio contact, entering an airport control zone in less than VFR conditions without authorization—these problems and many more may confront the pilot whose mental progress in flight is no farther along than the seat of his pants. Thorough and complete pre-flight preparation and planning will do much to ensure a safe and uneventful flight. In no other mode of travel has so much time, planning and expense been expended toward the assistance and protection of the traveler as has been the case in aviation. Ultimately, however, safety in flight rests with the pilot. It is his prerogative to plan the flight carefully and use good judgment in its execution. One of the best guides to follow in the exercise of good judgment is the safety rules of Federal Aviation Regulations. These rules in most part have been compiled by airmen for airmen as a result of trying and bitter experiences. Statistics have shown that in many instances, a violation of the Federal Aviation Regulations has contributed to an accident. It can truly be said that "The measure of a successful flight is not necessarily that it was accomplished safely, but that it would have been accomplished safely still in the face of an emergency while enroute."

Plan Your Flight—Fly Your Plan.

There's one thing to be said for ignorance—it sure causes a lot of interesting arguments.

ATTENTION: MONTANA AIRSTRIP OWNERS

The Airport Division of the Montana Aeronautics Commission is compiling the necessary data to complete the new 1970 Aeronautical Chart. All private airstrip owners are requested to fill out the following questionnaire and send it to the Commission no later than August 15, 1970.

We would prefer to have this information regarding your airstrip on file even if you do not wish your strip shown on the chart.

Mail to:
Aeronautical Chart Revisions/vm
Montana Aeronautics Commission
P. O. Box 1698
Helena, Montana 59601

Deadline Date:
Please return this questionnaire no later than August 15.

PRIVATELY OWNED AIRSTRIP LOCATION

Name of Airstrip

Name of Owner

Owner's Mailing Address

Prefer your Airstrip shown on the 1970 Aeronautical Chart? Yes..... No.....

AIRSTRIP LOCATION

County..... Section..... Township..... Range.....

Latitude..... Longitude.....

Nearest Town..... Direction..... Miles.....

Does your airstrip serve as a community's only airport? Yes..... No.....

Is your airstrip open to the public? Yes..... No.....

Do you carry public airport liability insurance? Yes..... No.....

Comments:

AIRSTRIP DATA

Runway Direction	Length	Width	Approach Obstructions & Distances
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Airport Elevation..... Unicom Radio? Yes..... No.....

Fuel Available? Yes..... No..... Octane?..... Emergency Only.....

Telephone Available: Yes..... No..... Phone Number.....

Airstrip Owner's Signature:

MPA SELECTS FORT PECK FOR FALL FLY-IN

The Montana Pilots Association's annual Fall Fly-In will be held at Fort Peck on September 12. An official State Membership meeting will be at 4:00 P.M. followed by dinner and a dance. For early arrivals there will be guided tours of the Fort Peck Power Plant and Museum.

Glasgow will be the alternate airport and ground transportation will be provided from Glasgow to Fort Peck.

For further information contact Jerry Coldwell of Jordan.

Mark your calendar—Attend the Fall Fly-In of the MPA—September 12 at Fort Peck.

EKALAKA FLY-IN — CHANGE OF DATE:

Due to conflict of dates, the Ekalaka Fly-In will be held on August 8 and 9. It was originally scheduled for August 1 and 2.

A full load of fuel for a Boeing 747 weights as much as 1,500 passengers plus their baggage. The 747's tanks carry enough fuel to fill the tank of 2,500 automobiles.

**ALWAYS FILE A FLIGHT PLAN
—BE SURE TO CLOSE IT—
USE YOUR MONTANA
FLIGHT PLAN SERVICE**

SAGE SAYINGS

The easiest way to get into trouble is to be right at the wrong time.

If your foot slips, you may recover your balance, but if your tongue slips, you cannot recall your words.

An optimist is one who sees opportunity in difficulties; a pessimist sees difficulties in opportunities.

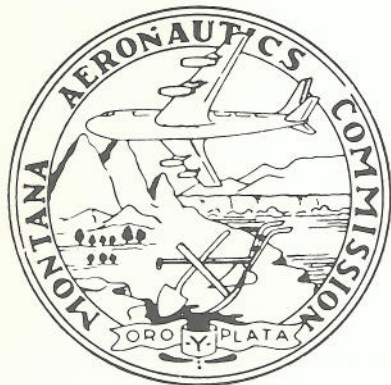
It is all right to have a train of thought if you have a terminal.

After an interval of 15 years, the U. S. Air Force is resuming the training of women as military air traffic controllers.

MEMBER NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

P. O. Box 1698
Helena, Montana 59601



July, 1970.

Second-Class
Postage Paid at
Helena, Mont. 59601